

EXHIBIT MMM

READ VALVE

TRUTH, LIES, FALSEHOODS, RUMORS, SPECULATION

Despite strange winter weather—especially for snowmobilers west of the Great Lakes—the dealers still managed to crank out some limited build models. We correctly predicted the arrival of some and some we thought would make it. It didn't. Here's how we did.

Arctic Cat's Firecat F-6 was so accurately predicted in earlier issues of Supertrax we shocked ourselves! We suspected the TRF Crew would land a 600cc variant of the new FC platform as a limited build by mid-January. They did. We predicted it would be based on the larger 700 block. It was. We said it would be available only as an EFI. Yep. We stated it would come in only one color and graphic presentation—green. Just like Kermit. We've included a capsule report on the limited build F-6 in this issue. What's it like? It rocks.

Here's another one. In the last issue of Supertrax we indicated Ski-Doo would likely land a limited build REV by mid-January. They



NEW KING OF THE HILL

A late release from Arctic Cat informed us about the 2004 1M Mountain King Cat. This one uses an incredible 162" long track and, of course, Cat's big 900 carbureted twin. It gets some pretty cool features, too. Titanium springs throughout the suspension and in both clutches are more durable than steel and are significantly lighter. The King Cat's 162-inch track (with 2.25-inch snow-packing lugs) is the longest in the industry, yet is lighter than some 159-inch tracks. In fact, this factory-custom sled is more than 21 lbs. lighter than last year's 1M Mountain Cat. This combination of torque, horsepower and traction will make the King Cat the undisputed ruler of things vertical.

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did. We said it would be an autographed edition recognizing Blar Morgan's success. It's called the Blar Morgan Special. We said it would have the racing style full tunnel like the 440. It does. Supertrax indicated the sled would have the windshield on the hood and have hand guards like the 440. It doesn't. Doh! We indicated the sled would be an 800—maybe an HQ or SDI. We were close! It's just an 800. What's the sled like? There's a capsule report in this issue.

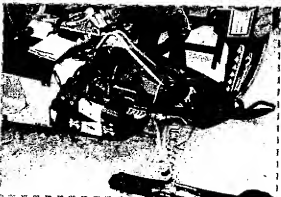
Please, stop us! We also rumored Ski-Doo would land a fan-cooled REV—maybe a limited build this season—but certainly a full build for 2004. Nope. They couldn't get the 550 Fan into the REV in time for the 04 model intro. We'll step out here and make our first prediction for the 2005 model year Ski-Doo will intro a 550 fan-cooled REV. Go ahead and keep track of this. We do.

We also rumored Polaris would show a REV-like new platform first in their Open Modified SnoCross program and then for Sneak Peek in January as a new for 04 model. They didn't.

Everyone in the industry was convinced Yamaha would have a smaller version of the RX-1, possibly a 750cc variant for 2004. As it turns out, Yamaha has spent a lot of time and effort expanding the Viper chassis into the 600 segment as the new Veneno 600.

On the heels of the radical Firecat project born in the race shop as last year's

READ VALVE



At the Winter X-Games one of our spies snapped a photo of Kent Ipsen's Open Class Firecat. Take note of the extra deep tunnel and the positioning of the steering head and linkage. Our guess is this sled uses Cat's new Diamond Drive setup and has a more rearward positioned engine. It looks like the driver's seating position is much more forward than production Firecats.

450 Sno Pro. Arctic Cat pulled the sheers of what can only be described as a Super-Weeker at ESPN's Winter X-Games. Arctic Cat is clearly not prepared to lift the trotline on any new ideas. The radical Open Modified Sno-Pro variant pictured here was campaigned by AC's Kent Ipsen out of T&S Racing. So why wouldn't Tucker Hibbert get the latest, most radical sled for Winter X? Clearly, this new chassis is cutting edge and because today's consumers are so quick to draw a line right through what the factories are racing into the showroom, AC does not want this chassis to be perceived as anything more than a development experiment. Using an outside performance shop to build and campaign this mount keeps the pressure off the factory to deliver new deals to the show-room immediately. Here's what we think: Roger Scime, Arctic Cat's VP of Engineering is one of the most savvy individuals in this sport. He will not sleep until he knows Arctic Cat has explored every potential improvement for their race sleds. The one-off pictured here has obviously moved in the direction of the REV chassis with the handlebar pole

front of the engine. Other differences are apparent as well. Clearly, this sled is designed to address the more forward, stand up style ergs pioneered by the REV'it this thing works, and aside from reliability glitches it apparently does. AC's next step is to bring the project into the Race Shop and move forward. That's why it's called Skunk Works.

You'll see in our Press Sled report in this issue that we've been piling big miles on our fleet - at least our eastern staff has been piling on big miles. Our mid-west fleet has been waiting most of the winter for snow! In any case we have a few set-up tips for you to try on your '03 Scooters.

Yamaha's RX-1 can be made to handle exponentially better by visiting your Yamaha dealer and ordering a pair of accessory one inch longer sway bar "stop links". These links substantially alter the lever ratio of the sway bar as it relates to front suspension move-

ment. The part number for links to fit an RX-1 is 8FA 2386L 10 00 (order two). The RX-1 chassis used in the RX-1 Warrior gets these links and a one millimeter larger diameter sway bar. The net effect of the change is dramatically reduced inside ski lift. While the inside ski will still come up when jammed hard into a turn, the range of turning force before it does is widened greatly.

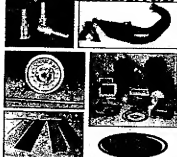
The RX-1 can be made to ride better out back as well. We slid a smaller washer stack on the coupler rods in the rear skid and found the sled's ride much more pleasing in stutters and little trail junk. An added bonus was a slight improvement in weight transfer as well.

Another handling tip we've discovered after piling on almost 2000 clicks on our RX-1 is proper studding. Because the RX-1 exhibits a new sensation, best described as "engine braking" or off-throttle compression braking, as a result of the sled's four stroke mill, we've found studs are mandatory. Here's why: When you drive the sled deep into a turn and step out of the throttle the engine exerts strong compression braking.

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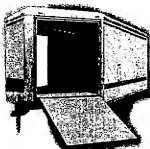
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into the track. This in turn will cause the sled to oversteer (the back and swing out and the front dives in - this is referred to as "off-throttle oversteer") This trait is not necessarily undesirable but can be hard to modulate if the track does not get clean and consistent bite on white top if studs are not present, the rear end can swing wild, entering a turn as the track responds to the engine's compressor braking. Stuck up your RX-1 with at least 144 nails and the engine braking effect can actually make you faster through the twists as you learn to use less brake and steer the sled with the throttle. Neat eh?

Owners of Ski-Doo's V-1000i twin or the revolutionary 800 Semi-Direct Injection powered Legend and Grand Touring received a recall notice in January. Here's the deal: Both these engines use a unique "piezzo" style start button. The button has no moving parts - it senses "energy" in the digit you place on it and responds by triggering the starter or when the sled is running (in the case of the SDI) activates the RER system. These switches are being replaced at no cost to owners by Ski-Doo as a result of rare occurrences where they actually start the sled (only with the DESS cap installed and the kill switch in the "on" position) without being touched in the future these sleds will go back to a conventional mechanical type switch.

Riders looking to lessen front end dip and duck on many '03 REVs should listen up. Some riders are complaining their REVs feel a little rubbery on straight sections and roll too much on initial turn in. Here's how to reduce this trait. Spin up the preload on the front IFS shocks in 1/4 inch increments and bump up the snail cam on the front arm shock at least two notches. Experiment a bit with these preloads and you'll get an immediate improvement in overall stability.

Tried the REV and don't fit? Don't give up yet! The 2004 MX-Z series REV's all use a new, narrower and longer seat profile that's heaped up in the middle. Our longer legged testers immediately found the seat easier to adjust too and felt they could move around and perform rider gymnastics with less knee contact on the side panels. By the way, Ski-Doo has just released side panel knee guards which are way too cool. These things are just the ticket for longer legged pilots and increase comfort a ton. As well, if you've got a yellow REV these pads will eliminate the ugly residue which rubs onto the hood panels from black pants.

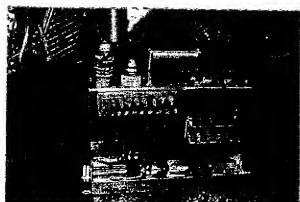
We had an unfortunate encounter with an immovable object while honing a favorite trail on our RX-1 in January. The object impacted the right front A-frame and literally folded the upper and lower arms and bent the spindle tube casing. Looking at the damage, we figured it was bulkhead time or worse. After taking the sled into the too secret Supertrax Cave and spinning the wrenches we

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Our RX-1 took a big hit on the right front this winter – enough to bend both A-arms and a spindle. We were surprised at how easy it was to repair the front end. Just unbolt the A-arm attach points and bolt in new parts. What was really special was how, despite the carnage, the cast bulkhead parts were completely unscathed. This thing is strong!



American Hardcore Racing builds these excellent carry-all kits for hauling necessities to the starting line at the races. They're ideal for mechanics and support people who don't want to lug heavy tool kits through the snow to wherever the sled is broken down or needs tuning. Check their website (see photo).

discovered a very comforting and impressive feature of the RX-1. The sled's cast bulkhead had come through this catastrophic impact without any damage! Only the A-arms, spindle and shs required replacement. It's our estimation any other A-frame sled exposed to one kind of impact (the hit threw the driver and sled completely across the trail and into the thicket) would have destroyed the bulk-

head and likely created a write-off. This is one tough casing.

If you're a Firecat owner and feel the sled has a somewhat nervous feel on straight sections of trail, try this. Pull in the front limiter strap one hole. This will weight the sled slightly and keep the sled planted more firmly. After you do this – depending on your weight and riding style you may want to increase the front

shock/preload slightly to counter side-to-side sway. We found the TC responds well to an increase in front preload, even when the limiters are left stock.

Out back, the Firecat's simpler, lighter sled delivers what we think is the best ride in the biz. We haven't overturned up the prepad on the rear since spring after 2000.

Continued from page 36

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READ/ALVE

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mates of pounding. Even our heavier riders find the rear end to be almost bottomless in everything but giant cutters. You should check to make sure your Firecat's front swing arm bolts are tight where they pass through the tunnel behind your ankles. These bolts were recalled and one half inch longer units should have been installed before you picked your FC up. If they haven't been replaced, check them for tightness until you get the sled back to your dealer. Remember, this is a pass-through style front arm and you'll need to hold the nut/nut on the inside of the tunnel to properly tighten the bolt.

Our Polaris Pro-X 800 is a blast when hoing trails. The sled has razor sharp handling, linear turn-in and predictable, controllable skid that inspires confidence. However, some of our staff have complained the sled's a bit too stiff in the bumps. To this end we've softened up spring preload all the way around - on all three shocks and dropped the rear torsion springs to the softest setting on the cams. As well, we've noticed the rear reservoir flexes on both the front and rear arm shocks to flex to provide less compression damping. These changes and a good break-in of the springs has netted improved ride quality. A side benefit of

this softening is an increase in weight transfer. Although the rear end is coupled we found increased delivery of a surprising measure of weight transfer. One other thing you'll also notice is height Edge windup on the sled when the motor is stalled near the zero Fmax for three weeks in January.

Our Polaris Edge 800 with M-10 has been ridden steadily since late November. There's no question the adjustable M-10 ACE system is the best for ultimate ride quality. One thing we've learned about M-10 handling is this: You should replace the double carbide runners which come stock on all M-10 equipped Polaris with exactly the same double carbide runners. We made the mistake of installing some high quality 6 inch bars and the sled produced an unending sea-saw response on straight stretches of trail. This trait is completely masked when using the dual plug runners.

Even though it's not a dynamic, motor-in-backwards, stand-up style four stroke snowmobile, the 2003 ZR 900 we've been riding this winter generated more smiles per mile than just about any other sled around here. Affectionately referred to as the "Hem" of snowmobile engines by a good friend of ours, the ZR 900 has over 2000 miles on it and continues to deliver the highest top speed and second best fuel economy of any big bore sled in our fleet. Here's what we've done to make it ride better. Leave the front end alone. Put the front and rear arm clippers

on number 4 and clamp the rear arm pulleys up one or two clicks depending on your chassenger's taste. There's something very enticing about a sled that'll go 100 MPH at just over 6000 RPM. The engine is so low in the Chassis windup is actually 10000 RPM the engine.

Ski-Doo's 600 HO engine has impressed everyone on our staff this winter. Not only does this engine outperform just about every other 600 available until the Firecat 600 arrived but it behaves in a completely civilized manner. The engine is smooth, quiet and its power delivery is so seamless you would almost think it displaced 700cc's. A 5800 RPM there's a sweet handle in the power and an accompanying smooth surge in the power delivery which creates big smiles. This is certain. Ski-Doo's best engine in 2003.

Where will the 600 class perform next year? Polaris set the mark way high in 1999 with their 2000cc. EV 600. They held the throne - after regressive assault from both Ski-Doo and Arctic Cat - until this season when Ski-Doo's 600 HO clearly set a new benchmark. Then no sooner had the Rotax 600 HO established itself and Arctic Cat drops the Firecat 600 EFI. This engine moves the performance inquisition sand even further forward. The issue is this: This sled's room left for 700's with this breaking 600 power arriving even sooner. The performance of a model year 2003 600 turns a clearly ahead of most 700 class sleds released only two model years ago.

Having trouble on warm days starting your 600, 700 or 800 Ski-Doo sled with heated carbs? If you have a valve which allows you to flow warm coolant through your carbs (most of these engines don't make sure you turn this feature off on mild days if you don't, you'll die), experience hard starting when you attempt to fire up after a break on the trail or at the gas pumps. The feature is designed to alleviate carb icing and throttle sticking on cold days when snow dust is hanging in the air. If you use it on warm days it can actually "boil" the fuel in the carb float bowls when you start the engine off obviously this will create unnecessary frustration.

Here's an example of new technology creating new problems. The wheeling instrumentation on many new 2003 Ski-Doo Arctic Cat and Yamaha's all use digital odometers which can only be read with the sled running. We've found this to be a real nuisance when stopped on the trail and deciding when to look for fuel or simply bragging about how many miles we've run. It would be nice if these manufacturers had a button in them which would allow you to push a button and call up the odometer when the engine is off. Many automobiles with digital odometers display the mileage when the drivers door is opened. Hint! ▲

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